EQUITABLE PLANS APPROVED.

CRIMMINS COMMITTEE PLEASED WITH DEED OF TRUST.

Sends Letter to Policyholders Saying That Necessary Reforms Have Been Accomplished-Confident of Society's Future Hendricks Report About Ready.

The Equitable policyholders' committee, of which John D. Crimmins is chairman, and which has been the chief medium thro gh which the policyholders have sought to maintain their rights in the controversy within the society, yesterday gave its unqualified indorsement to the plan of mutualization provided in the deed of trust executed between Thomas R. Ryan and the three trustees of his 502 shares of Equitable stock, Grover Cleveland, Justice Morgan J. O'Brien and George Westinghouse.

The committee had been waiting expectantly, ever since the announcement of the sale of the majority of the society's stock to Mr. Ryan, for the issuance of the dead of trust, and as scon as they had an opportunity to read it in full they no longer hesitated to declare that in their opinion the welfare of the policyholders and the society was safeguarded under the present arrangement as well as it would have been under any other scheme of mutualization that has been proposed.

The committee held a meeting yesterday morning, the call having been issued as soon as it was known that the deed of trust had been made public. An open letter from the committee to the policyholders of the society was drawn up and resolutions were adopted commending the plan and expressing confidence in the new management. The letter was signed by all eight members of the committee, John D. Crimmins, John B. Stanchfield, E. W. Bloomingdale, E. H. Outerbridge, Charles B. Hubbell, Edwin Warfield, Henry Morgenthau and E. J. Feselstyn, secretary.

The letter outlines to the policyholders the history of the committee from its formation. It reviews the efforts of the committee which resulted in the adoption by the Equitable board of directors of the mutualization plan on the 28-24 directors basis and concludes that although the plan as originally conceived has been plocked by the Maddox decision in the Franklin B. Lord suit, it will be put into effect substantially under the new arrange-

"In the opinion of this committee," says the letter, "no arrangement for the selection of directors for the society could be better calculated to restore it to public favor. The eminence, ability and character of the voting trustees are an assurance that the responsibilities assumed by them were accepted without any condition that would embarrass them in performing their duties. By reasons of vacancies now existing

in the board of directors, caused by resignations," the letter also says, "the selection of new directors can be proceeded with immediately, and the policyholders will thereby obtain a fair representation on the board before the next annual election, which does not take place until December, 1905. By reason of the resignations above

reterred to, vacancies have been created in the executive committee, to which it is expected, at least in part, that directors representative of the policyholders will be selected. All of the other suggestions contained in the agreement of April 1 (the mutualization agreement held up by the Madder decider will be supported by the Madder decider. ualization agreement held up by the Maddox decision) will be substantially carried out by the new plan. This committee, therefore, represents to the policyholders that the recommendations made by them to bring about the immediate mutualization of the society have been practically agreed to; that the character of the trustees above to put such recommendations into agreed to; that the character of the trustees chosen to put such recommendations into execution guarantees that the same will be carried out in good faith. "Fortunately, through all the contro-

"Fortunately, through all the controversy in which this society has been involved, no voice of suspicion has arisen as to the solvency of the society. In our opinion the policyholders can with every confidence maintain their policies, with the full assurance that every obligation of the society will be fully met. We com-mend to all who hold the interest of the society at heart-officers, directors, policyholders and agents—that, forgetting past differences, they give to the society the loyalty and support which has made it one of the foremost financial institutions in the world

Here is the resolution which the committee adopted:
"Whereas this policyholders' committee was organized to regain for the policy-holders of the Equitable Life Assurance Society the right to vote for directors of society: and

"Whereas the board of directors of the society, in pursuance of an agreement made with the committee, has adopted an amendment to the charter intended to give to the policyholders the right to elect twenty-eight out of the fifty-two directors of the society, which amendment is now awaiting action thereon by the Superintendent of Insurance, pending litigation as to its legality; and

as to its legality; and
"Whereas Thomas F. Ryan has lately
required the ownership of the majority
of the capital stock of the society which
was formerly held by the Henry B. Hyde
Trust, and has transferred the voting
power there of to Grover Cleveland, Morgan J. O'Brien and George Westinghouse,
which trustees directing and empoweres voting trustees, directing and empor ing them to vote for twenty-eight of the directors according to the desires of the policyholders and to vote for the other twenty-four directors according to the un-controlled direction of said voting trustees and also authorizing said voting trus-tees to nominate directors to fill the vancies now existing in the board:
"Resolved. That it is the opinion of this

an honest administration of the society's affairs, in the interest of the policyholders; and in view of the delay in the consummation of mutualization. it in view of the delay in the constitution of mutualization, the present plan is entitled to the support of the policyholders of the society; that the power to nominate directors to fill existing vacancies in the board, the power and duty to hereafter elect a majority of the directors upon the suggestion of the policyholders themsuggestion of the policyholders them-selves and to elect all other directors of their own uncontrolled choice, vested as it is in trustees of the highest character. our belief that the objects for which this committee was organized will have been accomplished, so far as is possible at the present time, and that the rights and nterests of the policyholders will be pro-

After the appearance of the Crimmins committee resolution and letter to the policy-holders in Wall Street yesterday, the im-pression which has been growing steadily ever sizes Mr. Ryan bought the Hyde stock that the troubles in the Equitable were very near to an end was accepted as a

cis Hendricks, with his lawyer, Congressman M. E. Driscoll, left this city yesterday after-neon for Syracuse. His report is almost finished, but it will not be made public until Menday or Tuesday of next week. Mr. Hendricks still refused even to intimate what the results of his investigation were. Chairman Paul Morton attended a meeting of the society's executive committee terday morning, but only routine business, he said, was transacted Grover Cleveland conferred again yester-day at the Hotel Buckingham with the other trustees in regard to the society's future policy, but nothing regarding the conference was made public.

Court Calendars This Day.

Appliate Division Supreme Court.—Adjourned until Torschay, June 20, 1903, at 1 P. M. Supreme Court.—Special Term.—Part II.—Court opens at 10,20 A. M. Ex parte matters.
Surrogates' Court—Chambers.—Court opens at 10,20 A. M. For probate—Will of Anna B. Hollings.—worth at 10,30 A. M. City Court Special Term.—Court opens at 10 GOSSIP OF WALL STREET.

Commission house customers amused themselves yesterday by speculating on such momentous questions as the number of yards of tape that would be consumed in an hour, the time at which the first quotation on any particular stock would appear or the probability of a particular stock appearing at all on the tape during the day After the first two hours of trading the quotation board boys were busy keeping a weather eye out for the appearance of the first transaction in St. Paul. There was a flurry of excitement at 12:19 o'clock when the tape recorded 200 shares of St. Paul. In the remainder of the session the transactions in this stock reached the total of 600 shares. Had it not been for the activity in Reading, the trading in which was 40 per cent. of the day's total, it would have been one of the dullest days ever seen on the Stock Exchange.

Cotton has had a two cent advance from the low prices of December, and an active campaign for considerably higher prices is well under way. Speculators who are wearled by the dulness in stocks are attracted to cotton because of its market activity. Mr. Price's public announcement that reversed his position on cotton and now believes that higher prices are in order has set the cotton speculators talking. They say of Mr. Price that he has a habit of overstaying bear markets, but very seldom overstays a On several occasions recently he has taken his profits on the bull side, turned bearish, and has then seen the market go right on up against him. Those who are bulling cotton think that 11,000,000 is a very liberal estimate for this year's crop, and they say that it is likely to be under 10,000,000 bales. The last Government report gave the cotton condition at only 77.2, which is 8 points below the average condition for the last ten years. The weather during the spring was very unfavorable for the growth of the plant, and this fact, together with the 11 per cent. reduction in acreage, is the basis for the bull campaign. The demand for cotton, both here and in England, promises to be very heavy for months to come. A cotton authority estimates that there is a shortage in the trade of \$,000,000 bales because of the active buying by the mills for their needs this winter.

Bond dealers are looking enviously at the estimates of the amount of the midyear disbursements.

Quotations of the Japanese 41/28 covered a large part of the tape record of yesterday's market. They gave the tape a strange appearance. Floor traders who were unable to extract an eighth out of the standard railway stocks, which are the usual market leaders, made things lively in Japanese bonds trading in the 414s was very heavy, and they made an advance of more than a point. broad market opened for these bonds as soon as the news was received here of the sweeping naval victory in the Sa of Japan. The underwriting syndicate, which had had difficulty in marketing the bonds, sold all of its remaining bonds around 80 and 90, and sent out checks to the members of the syndicate. Since then there has been a steady investment demand for these bonds from individuals and institutions throughout the country. One out of town bank bought a block of \$500,000 yesterday. As there is no tax on bond sales the traders save money speculating in Japanese bonds instead of stocks.

it takes a great deal of courage to be a crop prophet, especially when the student of crops finds that his opinions are unsupported by others. The most successful of the wheat experts, a man who knows the wheat country as intimately as does a Sandy Hook pilot the waters of the lower bay, was not so courageous in making crop estimates a few years ago as he is now. 'croppin' one season in the Northwest when everybody in the grain trade had settled down to the belief that the spring wheat crop was a failure. The more he wandered back and forth through the great wheat fields of the Dakotas and Minnesota the more of the Dakotas and Minnesota the more convinced he became that there was a good deal more wheat in the fields than people thought, but the farmers and millers he talked with all told him that the crop was a failure. He was a young man, and it was difficult for him to believe that he was right and that all these men who had handled grain before he was born were wrong. He became discouraged, and his despatches to his principals lacked confidence. But one day he stopped at a little railroad station, and as he stepped from the train he saw in the group of farmers on the platform a man whom he knew to be one of the largest growers of wheat in that section. He took the farmer aside and asked him how the crop was looking. The farmer said that the harvest would show the calamity howlers were all wrong, that the crop was a good average crop. Th young crop reporter regained his courage and never had a doubt after that about the size of the crop. "When everybody said I was wrong," he said afterward, "I though perhaps I was: but when I found one wheat grower who agreed with me, then I knes was right.

The State's revenue from the stock transtax is not reaching stupendous figures these days.

James J. Hill has a rare capacity for details. Many men are successful in mastering details, but they usually fail to have the power to put these details aside and get the broad perspective of things. Mr. Hill is not only a genius in details, but he is a genius in big things. The men who are associated with him in his railway work are fond of telling stories of how he keeps the minor routine affairs of the Great Northern at his finger tips. Mr. Hill was going westward over his road in his private car at one time when construction work was under way on an extension. train passed the station near which the ties

for this extension were being cut. train whizzed by the huge pile of ties Mr. Hill asked the division superintendent how many ties had been cut. The official hesitated for a moment, and then said, count showed this morning 78,000. I think the exact figure was 78,420." The division superintendent really didn't know how many ies had been cut, but he knew Mr. Hill would think it strange if he didn't have the figures in his head. Mr. Hill didn't say anything more about the ties, but the superintendent grew a little nervous, thinking that his chief might make further inquiry into the matter. At the next stop he hurried into the telegraph office and sent this message ahead to the division engineer who was to meet the train later in the day: "If J. J. H. asks how many ties have been cut at — say 78,420." When the division engineer joined the party Mr. Hill asked him all about the work on the extension. With a twinkle in his eye, Mr. Hill asked abruptly, during a pause in the conversation, How many ties have you got cut back at -"my report this morning showed 78,420," responded the engineer. Mr. Hill glanced at the

division superintendent and chuckled. A prominent operator, who thinks that present quotations for standard railway stocks pretty well discount their immediate prospects, looks upon the local traction stock as attractive speculations for the long pull.
"However the tide of agricultural prosperity may rise and fall in the West and South. he says, "we can be pretty sure that the population of New York and Brooklyn will steadily increase and that the earnings of the traction companies will increase still more rapidly. The traction business we can see right before our eyes. We don't know whether the Atchison, for example, will handle more or less grain this year than last, or whether the corn tonnage on the Burlington will show an increase or decrease, but we do know that the Brooklyn Rapid Transit lines will carry more passengers this year than last year, and still more next year. Its earnings now are above \$60,000 a day. We know too that in the long run it will cost less and less per passenger to operate these lines. I think Brooklyn Rapid Transit one of the best speculations for the long pull on the list, and think Metropolitan is in the same class. What company has a better right to bulld the subways in this town than the Metropolitan? By its transfer system it can give a real five cent fare from any part of the city to any

other part."

IRON STEAMBOATS BUMP. Cygnus and Cepheus Crash in a Fog

-Neither Much Hurt. The Iron steamboats Cygnus and Cepheus collided in a thick fog off Norton's Point at about 11 o'clock yesterday morning, and although neither boat was seriously damaged both had to be sent to the Erie Basin for repairs after finishing their trips. Nobody was hurt. The Cygnus was bound from Coney Island

to West 120th street and had only two passengers aboard. The Cepheus was making her first trip to the island and carried 86 passengers. When the Cepheus was off Sea Gate she ran into a fog bank, and Capt. Van Schaick, son of the commander of the General Slocum, crept along at half speed until he heard the Cygnus whistling near him. Then he stopped his engine, intending to lay to until the other boat got out of way.

The Cygnus was picking her way carefully along the narrow channel when suddenly the Cepheus loomed up ahead and the engines were started full speed astern. The boats came together starboard quarter to starboard quarter and a jar and a ripping sound of smashing timber gave the passengers on the Cepheus something of a scare. Deckhands soon persuaded them that there was no danger, and the boats were backed a part in a

moment.

Both were smashed in about the same way, having holes about ten feet long just forward of the gangway amidships where they had come together. The hull of forward of the gangway amidships where they had come together. The hull of neither boat was damaged, and although it looked as though considerable woodwork had been reduced to splinters the officials of the line estimated that only about \$500 damage had been done to each boat. The Cepheus landed her passengers at Coney Island, brought another load back to this city and was then laid off for repairs, as was the Cygnus. The Dreamland and the Pegasus took their places.

General Manager A. I. Harrison of the line said that the accident was unavoidable and neither captain was to blame. able and neither captain was to blame.

THE SEAGOERS.

Chauncey Depew and His Family Among Well Known Passengers.

Among the passengers who sailed yesterday on the Cedric for Liverpool were: Mr. and Mrs. P. Flwood Allison, Mr. and Mrs. Schuyler Armstrong, the Hon. and Mrs. S. H. Ashbridge, Mr. and Mrs. W. A. Aspinall, Mr. and Mrs. W. J. Boardman, Mr. and Mrs. George B. Boswell, Charles S. Churchill. Mr. and Mrs. Thomas Colwell, Mr. and Mrs. R. F. Cummings, Mr. and Mrs. H. T. Gause. Mr. and Mrs. William D. Haviland, Mr. and Mrs. P. L. Hoadley, Mr. and Mrs. Gordon Macdonald, Frank E. Mack, Gen. and Mrs. Charles F. Manderson, H. C. Edward Meyer Consul at Hamburg: Vance C. Mc-Cormick, the Hon. Stanley Stoner, American. Consul-General to India: Mr. and Mrs. Robert D. Wren and Walter Wyckoff.

D. Wren and Walter Wyckoff.

Sailing to-day on the St. Louis for Southampton and Cherbourg:

Marquis and Marquise d'Aurencon, A. Caldwell Belden, Read Benedict, Mr. and Mrs. James Campbell. Dr. and Mrs. Walter F. Chappell, Mr. and Mrs. Edwin H. Clark, Mr. and Mrs. J. J. collier, Senator and Mrs. Chauncey M. Depew, Chauncey M. Depew, Jr. Lord Falconer, Arthur M. Green, A. Hodeige, director of the Belgian State Railways. Eldridge R. Johnson, Mr. and Mrs. David Keiso, Mr. and Mrs. W. L. Lambert, Capt. Robert McLean, Howard Phipps, Hal C. Phipps, the Hon James Smith, Jr., Stanislus Stange, Mrs. N. N. Stranshan, James B. Townsend and G. Creighton Webb.

Passengers on the Vaderland for Dover

Passengers on the Vaderland for Dover Passengers on the Vaderland for Dover and Antwerp, sailing to-day:

W. D. Bishop, Jr., Mrs. William Jennings Bryan, Miss Bryan, Mr. and Mrs. David Dows, Jr., Robert Dows, Kenneth Dows, Prof. Kuna Francke, Dr. and Mrs. George C. Freeborn, the Rev. Dr. John Fullron, Herbert Gates, Simeon Leland, Dr. S. H. Natzger, Dr. Henry R. Nagle, Frof. and Mrs. E. W. Olmstead, Prof. R. C. Scheidt, William C. Whittemore and the Hon. John L. Wilson.

Among the yovagers on the König Allert.

Among the voyagers on the König Albert On the Minnehaha, sailing to-day for

London, are: Longon, are:

Mr. and Mrs. Ellery O. Anderson, Dr. and
Mrs. Chries W. Dabney, Dr. J. H. Eccleston,
John Jardine, Judge and Fr. Owen Le Fevre,
Thomas H. Leggett, the on and Mrs. Miller
Outcault and Godfrey Abseler. On the Lucania for Liverpool are:

on the Lucania for Lavorpool are.

Frof. and Mrs. Gaylord Clark, R. C. Campbell, Mr. and Mrs. F. H. Fay, R. C. Kerr, William H. McDonald, Mr. and Mrs. Thomas A. Nevins, Mr. and Mrs. J. Ramsey, Jr. J. P. Ramsey, W. R. Strong, Major G. Creighton Webb, George L. Willson and Hugh Walker. On the Columbia for Glasgow are:

Maxwell Earle, Dr. E. R. C. Earle, Frederick Glasscup, James Craigie, Herbert N. Gildea, Dr. Daniel F. Linehan, William V. Morgan, Benjamin T. Mayo, Charles P. McClelland and Paul W. Orvis.

Directors' Plans to Sell the Securities Fall in Both Instances.

The directors of the Merchants' Trust Company met again yesterday, but accomplished nothing in the way of disposing of the assets of the company. On the other hand, the sale of the Hudson Valley Railroad Company appeared further off than ever. At the conclusion of the meeting one of the directors said that the offer for this property by F. Clarence Jones & Co. had been definitely withdrawn.

The offer of the Colvin-Herbert syndicate of Glens Falls has also been withdrawn, but the same director said that there was a legal question regarding the right of the syndicate to call in its bid. Some of the directors, he added, believe that the bid had been accepted and favored legal proceedings to force the syndicate to take the property at the price named.

E. Clarence Jones said yesterday that he would not repeat his offer and that he felt pleased that it was not accepted. Both Mr. Jones and John W. Herbert of the

Colvin-Herbert syndicate took exception to the action of the directors in getting them to bid against each other. It was said that the syndicate was no more anxious than was Mr. Jones to renew its bid.

William B. Ellison, counsel for the company, was in Albany yesterday preparing the case which he intends to submit to the Supreme Court in Hudson this morning, on the meion of the Supremendent of Banks. the motion of the Superintendent of Banks,

to have the receivership made permanent. Mr. Ellison, it was said, will contend that the company is not insolvent. John D. Lindsey also will appear in the proceeding, as attorney for Dr. Munn, one of the stockholders and directors, and will oppose the motion to make the receivership

LUNACY AGENT ACCUSED.

Kroyer, Already Under Indictment, Is Charged With Looting Commission Funds. Egbert F. Kroyer, who has been a special agent for the State Lunacy Board, was arested yesterday on the complaint of Dr. George A. Smith, chairman of the board, Kroyer was arrested at his home, 545 East Eighty-fourth street, by Detective Bernard Flood of the District Attorney's office. He was arraigned before Magistrate Wahle in the Centre street police court and held in the Centre street police court and held in \$1,500 bail for the Grand Jury. He was locked up in the Tombs.

The specific charge against Kroyer is the larceny of \$92, although, from the investigation he made, Dr. Smith says he thinks that over \$1,500 has been stolen. As special agent for the lunacy board Kroyer had access to certain fees and moneys collected by the board.

by the board.

Kroyer has been out on \$1,000 bail on the kroyer has been out on \$1,000 ball on the charge of taking \$100 from Margaret Poppe for getting her out of the Manhattan State Hospital. Mr. and Mrs. Henry Wenholz were arrested with him. They have been indicted and it is charged that they got \$5,000 from Mrs. Poppe, who was insane. EXCURSIONS.

TRON STEAMBOAT CO. CONEY ISLAND They Cannot Burn! They Cannot Sink!
All tickets include admission to

DREAMLAND, CONEY ISLAND. Greatest Amusement Enterprise in the World.
TIME TABLE (SUBJECT TO CHANGE).
Leave foot 129th St., North River, 9:45, 11:00 A. M.,
12:30, 2:00, 3:00, 4:50, 7:45 P. M.
Leave foot 22d St., North River, 9:00, 9:45, 10:30,
11:15 A. M., 12:00 M., 11:15, 2:00, 2:45, 3:45, 4:30,
5:30, 6:15, 7:00, 7:15, 8:30, 6:10 P. M.
Leave Piler I, North River, half hour later than
at 22d St.
Returning—Leave Iron, Pier, Copps, Island, 10:40

at 22d St.

Returning—Leave Iron Pier, Coney Island, *10:40, *11:25 A. M., 12:10, *12:55, *1:40, 2:55, 3:40, 4:25, *5:25, 6:10, 7:10, 7:55, *8:40, 6:25, *10:10, 10:45 P. M.

Returning from Coney Island trips marked with a *go to 120th St., North River, ROUND TRIP TICKETS 25 CENTS.

ROUND TRIP TICKETS, 129TH ST., 35C. STEAMER TAURUS will make trips every day TO FISHING BANKS. Leave E. 31st St. 730 A. M. Pler (New) No. 1. N. R. 820 A. M. Balt 7:30 A. M. Pier (New) No. 1, N. R., 8:20 A. M. Balt and tackle on board. Fare: Gentlemen, 75c.; Ladies, 50c.; Children, 25c.

BELLEWOOD Excursions Mountain 75°. Every Sunday

OLD FASHIONED COUNTRY DINNER, 50c LEHIGH Special Train leaves West St. 8.25 A. M.: Cort-VALLEY
R. R. Newark, Market St., 9.05

PAREVIA BROOMY N. M. PARE VIA BROOKLYN ANNEX 15c. ADDITIONAL.

Via L. I. R. R.: Leave N. Y., foot of E. 34th St., 5.30, 6.50, 7.40, 9.20, 11.00 A. M., 12.10 (12.40 race days), and half hourly from 12.10 to 3.40, 4.20, 5.10, 5.50, 6.40, 7.10, 7.40, 8.10, 8.40, P. M. Trains stop at Manibattan Crossing (E. N. Y.) about 25 min. after 34th St. time. Separate table Sunday. Via B. R. T. ELEVATED TRAINS: Leave Brooklyn side of Bridge 8:10, 8:40, 9:10 A. M. and half hourly from 12:11 to 2:41 P. M.; N. Y. (Park Row, half hourly from 9:36 A. M. to 11:36, and 3:00 to 10:30 P. M. Special table

Atlantic City EXCURSION Sun. June 18

New Jersey
Central R. R.

Special Train leaves
Liberty Street 8 a. m.
South Ferry 7.55 a. m.

Round Trip
\$2.50

Returning leave
Atlantic City at 7 p. m.

ENFORMATION Regarding any Hotel, Railroad, Steamboat or Automobile Trip may be obtained by calling at THE SUN Branch Offices, 1933 Broadway. 241 West 126th St., Manhattan, 312 Washington

old Bertha Weil of 314 West 117th street. was severely criticized by Judge Cowing in General Sessions yesterday. Judge Cowing learned that three members

of the jury had disobeyed his instructions and had gone to the scene of the alleged for Genoa are:

Mr. and Mrs. John G. Curtis, Mr. and.Mrs.
Henry Hornblower. Mr. and Mrs. Theodore
J. Histed, Dr. and Mrs. W. G. Harrison, Dr.
and Mrs. George Roe Lockwood, Mr. and Mrs.
George Wellwood Murray, the Hon, Reuben
O. Moon, Mr. and Mrs. David F. Manning,
Mr. and Mrs. Charles W. Romeyn and Col.
and Mrs. William Brooke Rawle. and felt that he was not open to criticism. Judge Cowing said he would give the names of the three menifall the other jurors a greed, but only eight stood up when the question

was put to them. CHEAPER GAS IN BOSTON. Consolidated Co. Voluntarily Reduces Price Before Time Set by Law.

BOSTON, June 16 .- The Boston Consolidated Gas Company, which began business vesterday, celebrated the consummation of the merger by ordering voluntary reductions in the price of gas and service which will mean a saving of about \$265,000 and Paul W. Orvis.

**The law requires the company to sell gas at 90 cents within a year from the date of consolidation—that is, on or be-The company announces that the price will be reduced to 95 cents from July 1 next,

and to 90 cents from Jan. 1, 1906. MARINE INTELLIGENCE.

MINIATURE ALMANAO TEIS DAT Sun rises.....4:24 Sun sets......7:29 Moon rises.
HIGH WATER THIS DAY. Sandy Hook .. 7:26 Gov. I'd 7:58 Hell Gate . . 9:51

Arrived-FRIDAT, June 16. Sa Romadalen, Plymouth, May 25.
Sa Crown Prince, Cardiff, June 1.
Sa Korown Prince, Cardiff, June 1.
Sa Mon crey, Vera Cruz, June 9.
Sa Prince, Henn IV., Port au Prince, June 10.
Sa Gwent, Baracoa, June 9.
Sa Hamo, Galveston, June 14.
Sa El Cld, Galveston, June 10.
Sa Nordkap, Tilt Cove, N. F., June 8.
Sa Monroe, Norfolk, June 15.
Sa Chesapeake, Baltimore, June 15.

ARRIVED OUT. Ss Bluecher, from New York, at Plymouth. Ss Tuscarora, from New York, at London. SATLED FROM POREIGN PORTS. Ss Celue, from Liverpool for New York. Ss Hamburg, from Boulogne for New York.

OUTGOING STEAMSHIPS. Malls Close.

El Rio, Galveston Sall To-morrow. 8 00 P M Princess Anne, Norfolk... Arapahoe, Charleston.... Prinz Oskar Naples June
Cita di Milano Naples June
El Dorado New Orleans June 1
Etturia Liverpool dine
Etturia Southampton dine
June 1
Liverpool June 1 Porto Rico Apache..... Yumuri.... Kansas City

Due To-morrow. La Bretagne..... El Sud.... Due Monday, June 19. Minnetonka. Due Tuesday, June 20 Bremen.....Glasgow..... Due Wednesday, June 21.

STEAMBOATS.

HUDSONRIVER DUNNEY DAYLIGHT Palatial steamers "NEW YORK" and "ALBANY" of the Hudson River Day Line, fastest and finest the Hudson River Day Line, lastest and liver boats in the world.
ave Brooklyn, Fulton St. (by Annex), 8:00 A. M.

Desbrosses St. Pier. 840
PIER WEST 42D ST. 9:00
10:20 West 120th St.

Landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson and Albany. Daily, except Sunday. Special Trains to Catskill Min. resorts and Saratoga, and easy connections to all points Ess. North and West. Through tickets and baggage checked at offices of N. Y. Transfer Co. Through rail tickets bet. N. Y. and Albany sweepted. Most delightful one day outings to West Point, Newburgh or Poughkeepsie, returning on down boat.

Restaurant open at 7 A. M. MUSIC.

STEAMER MARY POWELL Leaving Desbrosses St. at 3:10 P. M. (Saturdays 1:45 P. M.), W. 42d St. 3:30 P. M. (Saturdays 2 P. M.), West 129th St. 3:50 P. M. (Saturdays 2:20 P. M.), for Highland Falls, West Point, Cornwall, Newburgh, New Hamburg, Milton, Poughkeepsle, Rondout and Kingston. Orchestra on board.

MOVA SCOTIA LAND OF EVANGELINE

and Kingston

New York, Yarmouth and Halifax. NOW 10FE, YATHOULH AND HALLE.

By the Dominion Affirmitio By's superb Twinseers S. S. PRINCED ARTHUR, to Yastmouth, thence by rail to Hallan.

Salling from the Munson Line Stenmanls Prior 14, East River, N. Y., 11 A. M., Eyery Saturday.

Beginning June 24th.

N. Y. to Yastmouth, Round Trip, 832.

INCLUDING MEALS AND CABIN BEMIN.

Stateroms, sad upused according to location.

Rooms deliver, raise on ophication.

For full particular apply to Thomas Cook & Son, 261, 1185. B'war, 640 Mad. Ave.; Haymond & Whiteomb Co., 25 Union Sq. or Company's Agents, Munson S. S. Line.

Beaver Building, N.Y., or any tourist agent.

"THE NEW LINE" Fall River, \$1.00 N. Y. to Providence, \$1.20

Boston, Via 39TH ST. (BROOKLYN) FERRY:
Leave Whitehali St. 7:00 A. M. and every 40 minutes to 8:20, then 9:40 P. M.

Connections by Rail and Trolley
to All Eastern Points. to All Eastern Points. PALATIAL STEAMER "FRANK JONES"

sails from Pier 29 (new). East River, foot of Market St., Mondays, Wednesday, and Fridays, at 4:30 P. M. Prone 3106 O.chard BOSTON AND POINTS IN NEW PAGE NEW ENGLAND FALL RIVER LINE, via Newport and Fail River, Leave Pier is, A. R., toot of Warren sto-week days and Sundays, at 5:30 P. M. Steamers PRISCILLA and PUPITAN. Orchestra on each. PROVIDENCE LINE, for Providence, Boston,

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